

## FACILITIES REVIEW COMMITTEE TECHNICAL REVIEW AND RECOMMENDATIONS CORNELL PROFESSIONAL OFFICE REMODEL

### **Major Issues**

1. No major issues were identified.

### **Section 40.03 Facilities Review Committee:**

The Facilities Review Committee has conducted a technical review of the application, in accordance with the criteria contained in Section 40.03 of the Development Code. The Committee's findings and recommended conditions of approval are provided to the decision-making authority. As they will appear in the Director's Decision, the Facilities Review Conditions may be re-numbered and placed in different order.

The decision-making authority will determine whether the application as presented meets the Facilities Review approval criteria for the subject application and may choose to adopt, not adopt, or modify the Committee's findings, below.

**The Facilities Review Committee Criteria for Approval will be reviewed for all criteria that are applicable to the application as identified below:**

- **All eleven (11) criteria are applicable to the submitted Design Review application, DR2004-0099.**
1. *All critical facilities and services related to the development have, or can be improved to have, adequate capacity to serve the proposal at the time of its completion.*

The site currently has an office building is built on the site. The former occupant had constructed the site up to City standards with consideration to water, sanitary sewer, and storm drainage. The 3,194 square foot addition to the existing building will not cause a negative impact of the existing utilities. No additional facilities or upgrades will be needed for this project. All critical facilities are in place on the site to serve the proposed use.

A traffic analysis submitted by CTS Engineers, dated July 14, 2004, forecast that a total of 267 new daily vehicle trips would be generated by the proposed

9,267 sq ft building rehab and addition based on the medical office rate. Approximately 26 vehicle trips would be added in the PM peak hour on NW Cornell Road. The intersection of NW Cornell Road and NW 173<sup>rd</sup> presently operates with a controlled delay of 53.8 seconds (LOS D), according to March 2004 traffic analysis by Group Mackenzie, prepared for the approved but not constructed Cornell Sunset Center Development. It concluded that with completion of that development the delay will increase to 62.0 seconds (LOS E) in 2005. Transportation Planning staff have concluded that the addition of this medical office traffic will not increase the delay to greater than 80 seconds of this intersection and it will remain at an acceptable level of service, based on City of Beaverton standards, and that mitigation measures will not be needed. The Mackenzie Traffic Analysis states that the green time for the west bound left turn lane, the critical movement causing the longest delay, could be increased from 15 seconds to 25 seconds. This would help reduce the delay and improve the volume to capacity ratio, returning the level of service to D. This intersection is under the control of Washington County and this recommendation is under County review.

NW Cornell Road, classified as an Arterial Street and under control of Washington County, is currently a three lane facility. Washington County has a capitol improvements project to improve this section of NW Cornell Road to five lanes within the next two years. Staff finds that the development meets the requirements of Development Code Sec 60.55.20, as conditioned.

FINDING: Therefore, staff finds that the proposal meets the criterion for approval.

2. *Essential facilities and services are available or can be made available prior to occupancy of the development. In lieu of providing essential facilities and services, a specific plan strategy may be submitted that demonstrates how these facilities, services, or both will be provided within five years of occupancy.*

All essential facilities are in place on the site to serve the current uses. Due to the nature of the proposed development, the demand on essential facilities will not increase.

FINDING: Therefore, staff finds that the proposal meets the criterion for approval.

3. *The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are subject to an Adjustment, Planned Unit Development, or Variance which shall be already approved or considered concurrently with the subject proposal.*

This proposed project is located in the Office Commercial (OC) zoning district. The proposed future use of the site is Medical Office which is a permitted use under the provisions of Chapter 20.10.25.

FINDING: Therefore, staff finds that this criterion does not apply to this specific proposal.

4. *The proposal is consistent with all applicable provisions of Chapter 60 (Special Regulations) and that all improvements, dedications, or both required by the applicable provisions of Chapter 60 (Special Regulations) are provided or can be provided in rough proportion to the identified impact(s) of the proposal.*

The street right of way dedication and street construction of NW Cornell Road and NW 173<sup>rd</sup> is adequate for the frontage of this site. The applicant is providing adequate parking for the site. Therefore, it is consistent with Chapter 60.

The applicant is conditioned to provide bicycle parking based on 9,267 sq ft of medical office and the bicycle parking requirements of Dev Code Sec 60.30.10.5. There is a need for 2 secured long term and 2 short term bike spaces.

The north frontage of the site is on NW Corridor Court. Currently the street is constructed to city standards with the exception of no sidewalk on the south side. There is a sidewalk on the north side. The applicant has presented evidence that due to a very steep grade and elevation difference from the street to the site, it would be very difficult to construct the sidewalk on the north side of NW Corridor Court. This modification has been approved by the City Engineer.

The Beaverton Functional Classification Plan, Figure 6.4 of the Comprehensive Plan, shows the proposed extension of NW 173<sup>rd</sup> Ave from NW Cornell Road north across Highway US 26 to NW 174<sup>th</sup> Ave. This future connection is on the City's Street Improvement Master Plan, Table 6.3 of the Comprehensive Plan, as a project that is shown to be needed by forecast year 2020 to meet the goals of the Regional Transportation Plan. It is not on any current Capitol Improvements Program list and is not proposed to be constructed for a number of years. This proposed development will need to be removed to allow the extension of NW 173<sup>rd</sup> Ave. The proposed alignment runs northwest from the intersection of NW 173<sup>rd</sup> Ave and NW Cornell Road, directly through this site. This causes a conflict between this building and the long-term plan for extension of 173<sup>rd</sup>/174<sup>th</sup>. Staff is aware of the conflict. However, the proposed addition does not significantly increase an existing conflict because the building already exists. Any requirements for dedication or improvements to the long-term standard would fail the requirement for rough proportionality.

The applicant has demonstrated through the use of site plans that the off-street parking requirement is met. The applicant proposes 42 parking spaces for the site. The minimum number of parking spaces is 37 and a maximum of 56 parking spaces. The current number proposed is in-between the minimum and maximum numbers, thus meeting the requirement.

The applicant is proposing to decrease the total number of square feet of impervious coverage on the site and replaces it with landscaping material. The total landscaped area will increase from 37.2% to 38%, or by approximately 317 square feet. The applicant also proposes to keep much of the existing landscaping since it is healthy and not in vegetative decline.

FINDING: Therefore, staff finds that the proposal meets the criterion for approval.

5. *Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas: drainage ditches, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities, not subject to periodic maintenance by the City or other public agency;*

The site will be maintained by the owner of the building. The design and size of the site will allow the owner to maintain all common facilities and areas, landscaping, and garbage and recycling storage areas.

FINDING: Therefore, staff finds that the proposal meets the criterion for approval.

6. *There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the site.*

The proposed building addition will not affect the current safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the site. The project will maintain the current driveway on the northeast portion of the site. The current vehicle drive pattern in the site is a one-way clockwise direction driveway. The drive aisle is 20 feet wide to allow ample vehicle driving space. The applicant proposed on the site plan a pedestrian connection from the eastern side off the building to NW 173<sup>rd</sup> Place. The site presently has no pedestrian access to NW Corridor Court. Transportation staff will condition that a connection be constructed in the northwest portion of the site from the parking area to the street for pedestrians to connect to

NW Corridor Court. The applicant has indicated that the pedestrian connection will not improve pedestrian circulation or safety on the site.

FINDING: Therefore, staff finds that by meeting the conditions of approval the proposal meets the criterion.

7. *The on-site vehicular and pedestrian circulation system connects to the surrounding circulation system in a safe, efficient, and direct manner.*

The proposed building addition will not affect the current on-site vehicular and pedestrian circulation system within the boundaries of the site. The proposed on-site circulation system for the site will flow in a one-way clockwise direction driveway. All connections to the surrounding area will meet all City Building Division standards, Site Development Standards and Americans with Disabilities Act (ADA) standards. Staff will condition the application to meet all vehicular and pedestrian connections.

FINDING: Therefore, staff finds that by meeting the conditions of approval the proposal meets the criterion.

8. *Structures and public facilities and services serving the site are designed in accordance with adopted City codes and standards at a level which will provide adequate fire protection, including, but not limited to, fire flow, and protection from crime and accident, as well as protection from hazardous conditions due to inadequate, substandard or ill-designed development;*

The applicant has stated in the application that the proposed remodel will conform to City Standards. Tualatin Valley Fire & Rescue (TVF&R) has indicated during the review process that the proposal will need to conform to the Fire Code through a combination of either fire sprinklers or installing a new fire hydrant. During the time of the Building Division's review a final decision will be made by the Fire Marshal. Staff will condition the application to meet all TVF&R requirements.

FINDING: Therefore, staff finds that by meeting the conditions of approval the proposal meets the criterion.

9. *Grading and contouring of the site is designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.*

The applicant states that no site grading will take place. Staff has reviewed the application and has concurred that no grading will take place.

FINDING: Therefore, staff finds that the proposal meets the criterion for approval.

10. *That access and facilities for physically handicapped people are incorporated into the site and building design, with particular attention to providing continuous, uninterrupted access routes.*

The applicant proposes to bring the site to ADA conformance. The applicant has demonstrated that handicapped parking is in close proximity to the entry way, connected by a series of ramps. All ADA standards will be reviewed by the Building Division and Site Development in order to meet conformance standards. With conditions of approval, the site shall be in conformance with ADA requirements. This is in conformance with Development Code Section 60.55.25.10.A.7

FINDING: Therefore, staff finds that by meeting the conditions of approval the proposal meets the criterion.

11. *The proposal contains all applicable application submittal requirements as specified in Section 50.25.1 of the Development Code.*

The applicant has supplied all applicable submittal requirements, as specified in Section 50.25.1. Therefore, the project proposal meets the criterion for approval.

FINDING: Therefore, staff finds that the proposal meets the criterion for approval.